Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **470** **Const Calendar Day:** 848 **Date:** **04-Jan-2012** **Wednesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Dense fog in the AM to partly overcast in the PM

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Prepared the Alta Vista surveyors for today which included the following:
  1.) All three consultant surveyors attended ABF's Confined Space training at 8:00am.
  2.) Shoot the mainspan and backspan catwalks at the midspan points staking out cable strand number one as the reference point. This was done to assess the working heights on the catwalk to the cable. The following are the numbers measured today:
  24N: Catwalk Elev = 97.457m, Design Elev. = 99.219m, Delta = 1.762m
  24S: Catwalk Elev = 95.925m, Design Elev. = 97.829m, Delta = 1.904m
  80N: Catwalk Elev = 77.095m, Design Elev. = 78.664m, Delta = 1.569m
  80S: Catwalk Elev = 76.378m, Design Elev. = 77.854m, Delta = 1.476m

- The following is the hours worked by the Alta Vista consultants today:
  Dave Garrett (survey party chief) = 8hrs
  Chris Ferrucci (instrumentman) = 8hrs
  Erol Schaller (rodman) = 8hrs

- Attended weekly Team Cable meeting in the Connex on the SAS bridge deck (E-Line) at 7:00am. The safety issues discussed at this meeting are done in-lieu of attending the SAS Safety Tailgate meetings on Thursday because of the dynamic work taking place in the field during the day. Also issues related to cable work are discussed and analyzed at this meeting prior to inspecting in the field on this day.
- I directed the operation to survey the catwalks using the first cable strand values as reference. The north backspan catwalk was shot this morning while the other three spans were shot in the afternoon. It should be noted that the bottom of the cable was shot on the north backspan. This was done to compare the current location with the design location. The following are the conditions for the morning survey and the afternoon survey:

Condition	Morning	Afternoon
Ta	53F	58F
Ts	56F	66F
W	Calm	ENE@5mph
Sky	Scattered Clouds	Scattered Clouds
Start	10:20am	1:30pm
End	10:50am	2:20pm

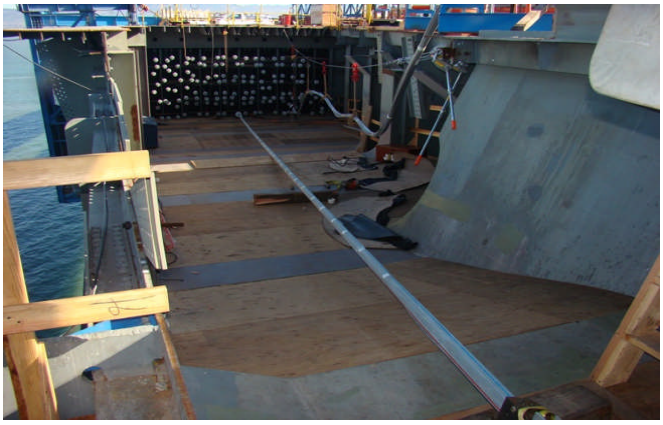
The steel temperature was measured with the infrared temperature gun probe that was wedged in between the center of the cable strand wires of cable strands 1 and 2 near the point surveyed.
- Measured the length of the replacement wire for the broken wire in cable strand number 2 that failed in

tension during the hauling of that strand on Friday. The replacement strand will be spliced in the cable shroud area and in the west loop between the W-Line and jacking saddles and outside of the cable bands in this area. Warren briefed myself, John Lyons, and Alex Schmitt on the procedure for splicing this wire together in this area. All four of us measured the replacement wire with a nylon tape that was 100' long. All four of us also assisted ABF engineer Ankur Singh with measuring the replacement wire. Ankur had a 300' long nylon tape to measure the wire. The wire was positioned on the W-Line OBG along the centerline panel point punchmarks. One wire end was placed at the punchmark at panel point 10 and the wire was placed on subsequent panel point centerlines to be used as a guide for a straight line. The wire terminated between panel points 19 and 20. Several methods were implicated to measure the wire along the centerline punckmarks. The most effective way was to break a chain 3 times applying tension to the wire and tape while measuring. ABF has opted to measure the entire length of the wire with one tape pull. It was agreed upon that the replacement wire length to be spliced to the broken wire was 159.95.'
- Didn't observe any cable forming/placing operations at the W-Line east or south tower saddles or floating of cable strands/adjusting today since surveying issues took precedence. Continued to assess the feasibility of surveying strand number 1 on the north main and backspans. Hence the reason the catwalk was surveyed to see the difference in elevation for working purposes. See other inspector diaries in the Team Cable group for labor, equipment, and additional observations.

Attachment

Surveying the south backspan catwalk to determine the distance of cable strand #1 in relation with the catwalk.

View of north backspan elevation difference between cable strand #1 and the catwalk.



The W-Line east end socket for cable strand #1 was connected to the anchor rod in OBG lift 14W.

Cable strand #1 sag adjustment system at the south section of the west loop.

Cable strand #1 placed into the W-Line east saddle trough, a step closer to surveying cable strand #1 in the free hanging position.

Surveying the south mainspan catwalk to determine the distance of cable strand #1 in relation with the catwalk.

Cable strand adjuster jacking assembly for the W2W west deviation saddle.

Modifications made to the secondary hauling framework support to install the cable strand adjuster threaded rod.